Amendments to the Specification:

Please replace the paragraph beginning at page 3, line 3, with the following rewritten paragraph:

Many of these vehicles also have antilock braking systems and some even have traction control systems. These systems monitor the rotation of the vehicle wheels to distribute the braking effort between the wheels in a manner which retards uncontrolled skids and transfers the engine torque to the driven wheel which has the best traction. In a system in common use (Fig 6), a probe projects through the housing of the hub assembly to monitor the rotation of the hub. The probe emerges from the housing within the confines of the brake drum and at the drum brake, making the interior of the hub all the more confining and the routing of the electrical probe cable difficult.

Please replace the first paragraph under the "SUMMARY OF THE INVENTION" beginning at page 3, line 13, with the following rewritten paragraph:

The present invention resides in a mounting for a road wheel, and that mounting includes a one-piece housing having a radial portion and an axial portion. The mounting also includes a hub having a shaft that extends into the axial portion of the housing and a flange located outside the housing and offset axially from the radial and axial portions. In addition, the mounting includes a bearing between the axial portion of the housing and the shaft of the hub. The

mounting may also include a brake that is mounted on the ~~upright~~ housing and has an arcuate shoe that curves around the axial portion of the housing. The invention further resides in the housing itself.

Please replace the paragraph of description of Fig. 1 under BRIEF DESCRIPTION OF THE SEVERAL VIEWS OF THE DRAWINGS beginning at page 4, line 2, with the following rewritten paragraph:

Figure 1 is a perspective view of a wheel mounting, constructed in accordance with and embodying the present invention, and ~~at~~ of a wheel detached from the mounting;

Please replace the first paragraph beginning a page 6, line 1, with the following rewritten paragraph:

The axial portion 22 of the housing 2 possesses a generally cylindrical configuration and projects from both the front face 26 and the back face 28 of the radial portion 20. At each of its ends, the axial portion 22 has a bore 44 that leads up to a shoulder 46, there being between the two shoulders 46 an intervening surface 48. The bores 44 at their opposite ends open into counterbores 50 which in turn open out of the ends of the axial portion 22.

Please replace the paragraph bridging pages 6 and 7, beginning at page 6, line 22, with the following rewritten paragraph:

Each cone 80 has a tapered inner raceway 86 and a thrust rib 88 at the large end of the raceway 86. The rib 88 leads out to a back face 90. The two cones 80 fit over the bearing seat 68 of the spindle 56 with an interference fit. The inboard 80 cone has its back face 90 against the formed end 72 on the spindle 22, whereas the outboard cone 80 has its back face 90 against the shoulder 70 that is at the hub flange 58. One of the cones 80 has an extension 92 which projects beyond the small end of its raceway 86, and along the extension 92 that cone 80 abuts the other cone 80. The intervening surface 48 of the axial portion 22 surrounds the extension 92.

Please replace the second paragraph beginning a page 7, line 7, with the following rewritten paragraph:

Each cup 82 has (Fig. 2) a tapered outer raceway 94 and a back face 96 at the small end of its raceway 94. The cups 82 fit into the bores 44 of the axial portion 22 with an interference fit and with their back faces 96 against the shoulders 46 at the ends of the bores 44. The tapered raceway 96 on the inboard cup 82 is inclined in the same direction as the tapered raceway 86 on the inboard cone 80 and is presented toward that raceway 86. The tapered raceway 94 on the outboard cup 82 is inclined in the same direction as the tapered raceway 86 of the outboard cone 80, and is presented

toward that raceway 86. However, the inboard raceways 86 and 94 and the outboard raceways 86 and 94 are inclined in the opposite directions.